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No. 19,127

日三十二月七年未己

HONGKONG

TUESDAY,

SEPTEMBER 16TH, 1919.

二拜禮

號六拾月次年捌國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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In Bags 350 lbs. net.
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UNDER TAKEN.
TELEPHONE 1319. [78]

PEAK TRAMWAY COMPANY,
LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m.	to 9.00 a.m. Every 15 minutes
9.30 "	" " " " " "
10.30 "	" " " " " "
11.30 "	" " " " " "
12.45 p.m.	to 1.15 p.m. " " " "
1.15 "	" " " " " "
1.45 "	" " " " " "
2.15 "	" " " " " "
2.45 "	" " " " " "
3.15 "	" " " " " "
3.45 "	" " " " " "

NIGHT CARS

8.50 p.m.	to 9.00 p.m. Every 30 minutes
9.30 p.m.	to 11.30 p.m. Every 30 minutes

SATURDAYS

SUNDAYS	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30 "	" " " " " "
11.30 "	" " " " " "
12.00 noon	to 1.00 p.m. " " " "
1.30 p.m.	to 3.30 p.m. " " " "
3.30 "	" " " " " "
5.00 "	" " " " " "
6.30 "	" " " " " "

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Build-
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Season and punch tickets available for
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No season ticket will be issued until
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Notes or by Cheque or Compro Order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers. [79]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, and all further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
CANTON (The Star)	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15
Sham Chun	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Shengshui	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35
Taipei Market	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45
Taipei	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55
Shamshui	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Yuenai	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15
Sham Chun	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
KOWLOON	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35

UP TRAINS.

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
CANTON (The Star)	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15
Sham Chun	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Shengshui	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35
Taipei Market	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45
Taipei	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55
Shamshui	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Yuenai	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15
Sham Chun	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
KOWLOON	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35

* Will stop at Taipei and Shengshui for First-Class Passengers on Notice
being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
Fauling	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15
Shataukok	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Fauling	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35

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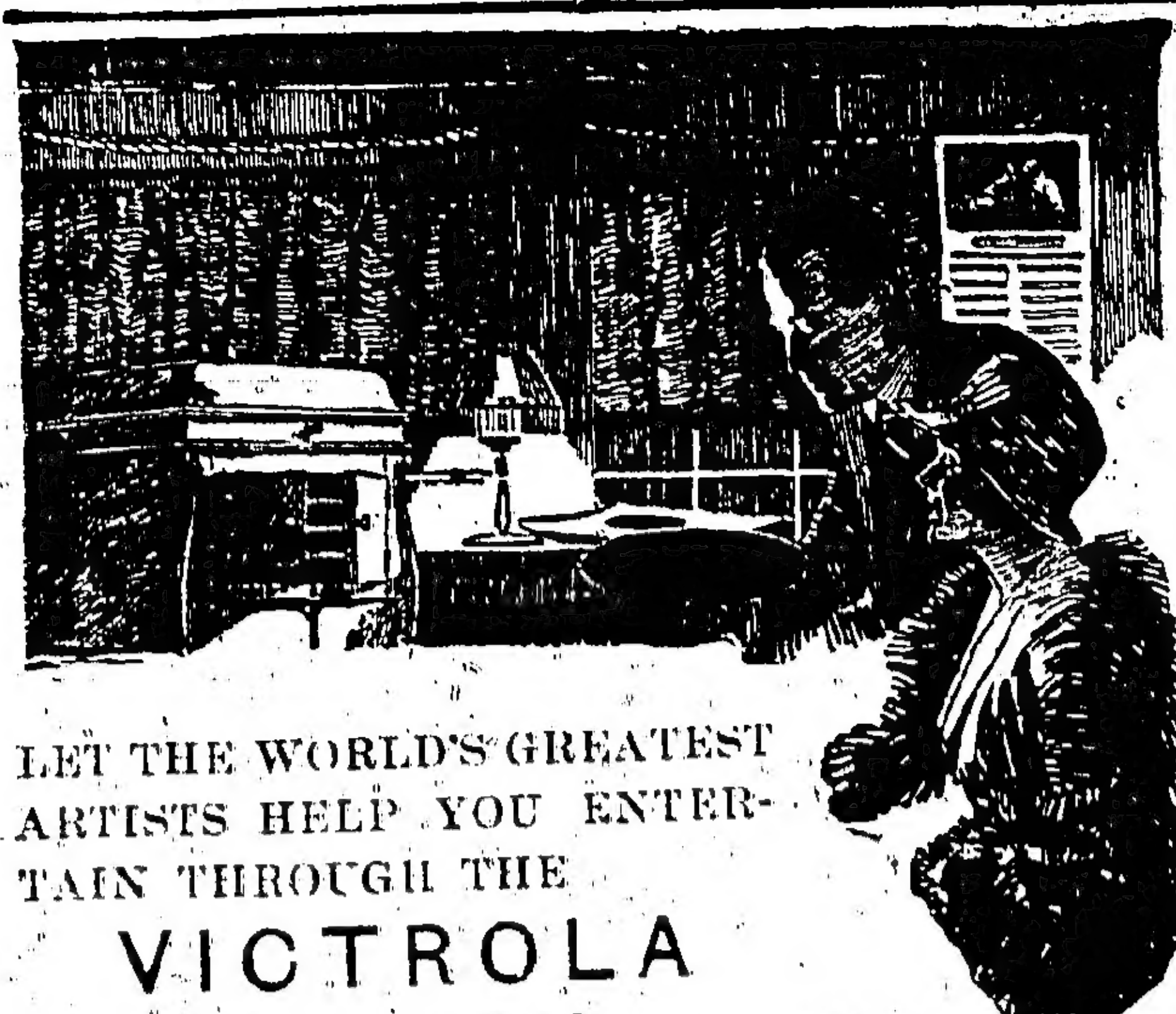
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Docks No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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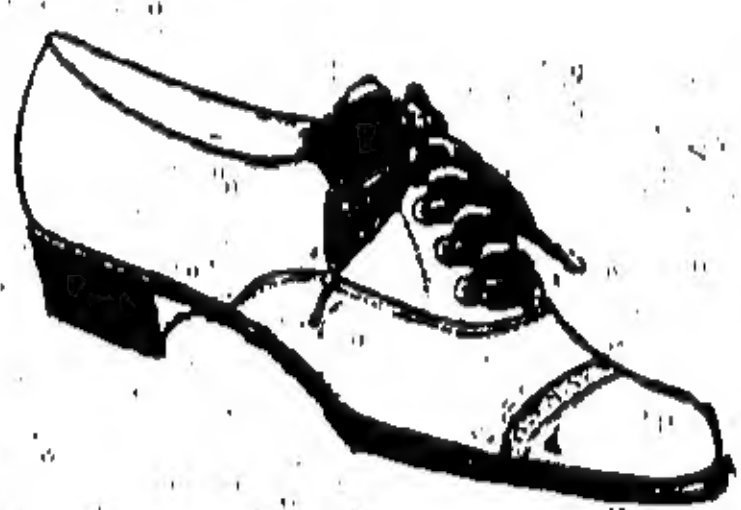
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CHINA'S ECONOMIC CONDITION. VIEWS OF THE CANADIAN TRADE COMMISSIONER.

A very thorough and comprehensive review of industrial and commercial conditions and prospects in China has been prepared by Mr. J. W. Ross, Canadian Commissioner of Trade to China, and is issued as a supplement to the Canadian Weekly Bulletin of the Department of Trade and Commerce.

It is observed that, while China is a land of vast area and resources, with an enormous population, the consumption of foreign goods does not depend so much upon the desire of the people for many articles, as in their ability to pay for them.

The Chinese people is probably lower per capita than that of any other civilized nation. It is, therefore, necessary that their whole economic condition must be improved if the trade of the country is to greatly expand. It is all very well to say that China has vast resources; but resources are of little value if nothing is made of them. The great bulk of the Chinese people live off the soil, and all of their exports to foreign countries are in natural products: tea, silk, beans, seeds, hides, skins and furs, yet agriculture is conducted in the most primitive manner. New seeds are never introduced, and machinery not at all employed. The cotton seed annually sown has so deteriorated that it only produces about half a crop of cotton, having fibres so short that it has a very limited sale abroad. It is not that the land is overpopulated so much as it is underproductive, due to faulty methods of cultivation. Nevertheless, too many people are trying to live off the soil for the reason that there is no other employment for their labour. Millions of the inhabitants should find employment in working the mines, now undeveloped, and other millions should obtain their living through various industrial occupations, badly needed throughout the Republic.

Primarily the most pressing needs of China are:

(1) A great extension of railway lines to enable far distant and now inaccessible provinces to convey their products to the markets of the seaboard.

(2) Government support and instruction in agriculture. This is of prime necessity. In particular the tea, silk and cotton industries all require special attention; and in respect to the former, unless some means are employed to improve the methods of cultivation and curing of tea, the industry is threatened with total extinction.

(3) The extensive mineral wealth of the country needs to be developed, and this cannot be done without the assistance of foreign methods and foreign money.

Establishment of industrial enterprises at every conceivable kind. This is probably the most difficult of all the problems, but without such industries China cannot hope to advance very far, or the conditions of the people to greatly improve.

In order to bring this about encouragement will need to be given to foreign capitalists to induce them to make investments in industrial enterprises in the country. The present existing anomalous and absurd export duty and inland transit tax as well as duty upon raw material will need to be removed, and the country generally reorganized on common-sense and business-like lines. Instead of the haphazard manner in which it is being run at the present time.

INDUSTRIAL ENTERPRISES.

If China is to advance at all it must develop along industrial lines in order that the pressure upon the soil may be relieved. It has frequently been stated that the Chinese are inefficient, but this statement is not literally true. Their mistake is in the management of industrial enterprises are not those of inefficiency so much as want of knowledge. Practically none of the people have ever had any instruction in technical knowledge, and extremely few of those who go abroad to acquire this form of education ever make any practical use of what they have learned upon their return.

Any knowledge which the Chinese have obtained in engineering and in technical methods, excepting railway engineering, has been derived from working in mills and factories conducted under European management, and most of this has been merely picked up and has little or no scientific comprehension at the back of it. The Chinese are admirable in their management of small affairs, but in the conduct of large enterprises they are completely at sea. They have not the genius for organization and leave too much to badly paid assistants. They do not understand how to utilize by-products. Their industries are nearly always under-capitalized; and so investment cannot be taken of purchasing raw materials when markets are favourable. The above must only be taken as applying in a general way. There are some occasional apparently successful industries, but they are so few as to be exceptions.

Spread over the central part of China in almost every large town are to be seen large factories which are either completely closed down, or when running at all only work a few months in each year. In one place, it will be a cotton mill; in another, a silk flature; in another, brick works or glass factory, or a paper mill. The history of nearly all their failures is as follows:—A company is formed with either insufficient capital or a building is erected far too large for the requirements of the business. The industry is frequently established in a district where sufficient raw material is not always available. Consequently the works are idle many months of the year. No provision is made in the prosperous years for depreciation of buildings and machinery. Capital is diverted from one industry to maintain some other of a different nature.

COMMERCIAL METHODS IN CHINA.

INTRODUCING BUSINESS.

Although business relations have existed between Chinese and European houses for many years, buyers in China, and particularly in Manchuria, are not closely familiar with foreign trade methods (says a correspondent of *The Times*). They prefer to do business in the old way by ordering in bulk from samples personally inspected.

There are three ways, broadly speaking, in which manufacturers can seek to secure orders in China for new lines of goods. They can send representatives to the country to open up local showrooms and stock godowns. They can send samples, if the goods are of small bulk, to those Chinese merchants whose names and addresses they can obtain, or they can send samples to the British Consular officers to be held open for inspection by native buyers.

At one time the second method was greatly favoured by American houses seeking to popularize the sale of light articles such as small hand tools, cutlery, watches, and corkscrews. Several thousands of samples were scattered broadcast over the country, most of which, by the way, fell into the hands of Japanese competitors. These were accompanied by descriptive literature, and were followed up in the approved American style, by letters, catalogues, notices, and reminders. The Chinese buyers, not understanding the literature, threw it away, kept the sample or samples and waited for some representative, comprador, or agent to call and explain the business.

American houses are now seeking trade by advertising direct to consumers. In these advertisements they give a full description of the articles, and are precise as to weight and size, and give also the postage rate, chargeable as a separate item instead of quoting an inclusive price. The United States Government maintains a post office at Shanghai, so that all mail matter sent to and from that city is subject to ordinary United States rates. American postal money orders can also be purchased at Shanghai for transmission to America, and also money orders on American post offices are obtainable. But in this connection it must be mentioned that the American consular officers do not extend beyond Shanghai, and for all other places in China and Manchuria international postal rates only obtain. This method of doing business appears to be proving more successful than the sample sending scheme, but as it seems very difficult for an American manufacturer or merchant to learn how to reach goods for parcel post work, it will probably fail in due course through a natural dislike on the part of the Chinese to order goods which experience has taught him will arrive in a damaged condition.

There is a point in connection with all methods of trading with China, other than that of employing a representative who must be given consideration. There is a "practise on the part of some firms communicating with foreign concerns either to send out trade letters with no signature, or with the name of the firm printed or put in by rubber stamp. This is always fatal to business. The Chinese either regard it as a precaution on the part of the seller whereby he could, if he saw fit, withdraw his signature, or as a certain sign that the correspondent is not sufficiently interested in possible business to trouble to sign his own letters.

TRADE LIBRARY.

British manufacturers desirous of opening up trade relations with China should note that the Commercial and Industrial Commission of the Ministry of Agriculture and Commerce at Peking has perfectly open mind on the subject of imports. It is installing a library of foreign trade publications for the express purpose of assisting Chinese importers and exporters in establishing trade connections abroad. If a Chinese buyer wishes to get into touch, say, with actual makers of electric motors, enamelled hollow ware, or book press, he wants to deal with makers and not waste his time in writing to suppliers. The irritating frequency with which agents masquerade as manufacturers in British trade directories has done a great deal to hamper British trade in every overseas market.

The wisest course for every manufacturer to adopt is to send copies of his catalogues and price lists regularly to the Commission mentioned, and wherever prices are changed in these the cover should be clearly stamped in red or violet, with the words, "Revised prices" and the date. Otherwise a risk may be run of a buyer ordering goods at an out-of-date and low price, in perfect good faith, and being not unnaturally annoyed when he receives the invoice for a larger sum than he expected.

PROSPECTS IN MANCHURIA.

Manchuria is rapidly developing both as regards agriculture and commerce, and Mukden is now a collecting and distributing centre of considerable importance, as may be judged from the fact that Manchuria is now credited with nearly 20 per cent of the total foreign trade of China. There are perhaps better prospects of establishing new connections here than in any other part of China, but in this respect it is worthy of note that strong Japanese competition will have to be met, a competition which is so well organized and so severe as to have caused American trade in Manchuria to decrease rapidly in the last year or so. There is, however, a reason for that strong competition, and British firms need not fear it unduly if they adopt the proper methods by which to meet it. These, broadly speaking, are efficient representation and the securing of the services of a comprador of good connection and reputation. As an example of the American decrease in certain trades it may be mentioned that whilst at one time a number of American "chops" or trade-marks were to be obtained in Manchuria in textiles, to day it is seldom that any American cotton piecegoods are to be seen. The United States Consul-General at Mukden considers this to be due to the failure of American manufacturers and exporters to adapt their business methods to local conditions.

Reference has been made to the fact that native buyers now seldom avail themselves of the services of the Consul and other officials in regard to establishing new business relations. This is not untypical, but is the result of a conviction that such action would have no good results. In the past a number of such inquiries have been made and the applicants have been handed the names and addresses of representative firms of manufacturers with whom to get into touch. Correspondence between China and Europe ensues, but as the manufacturer is usually entirely ignorant of Chinese local conditions, and the applicant knows little or no English, the latter becomes confused and decides to go no further with the matter.

OBSTACLES TO BUSINESS.

Here we come to the root of the trouble in establishing trade relations in China and Manchuria—lack of ability either to understand or make oneself understood. It is here that the Japanese have a great advantage, as they not only acquire the language with ease, but have made knowledge of the Chinese and their methods, which enables them to penetrate into all parts of the country, engage in trade wherever they please, and, of course, dispense with the services of a comprador.

Unless the representative, to whom the task of opening up business is entrusted, knows the country well, he will find a number of difficulties. When he visits a town he will probably find the only accommodation is some distance from the business centre. He will call on a few firms whose names he has obtained, only to find that they are interested in pushing the sale of goods made in their own country, if they are foreigners, or else that they are the local agents of a Japanese or European house. If he calls on the local stores he will be told that the samples he has left at the hotel are too far away to be visited, or, if he has brought some with him, that they are not likely to sell. He will not be told that these stores are merely distributing centres for firms at Newchwang or Harbin, or Mukden, as the case may be, or that possibly one or more is the local branch of a European firm which does its own importing. If he enlists the services of an interpreter and tries calling on the proprietors of native houses, he will generally find that his interpreter has a very limited knowledge of technical terms, and is utterly unable to explain either what the goods are, or the merits and demerits of the goods, or the terms on which business can be done. The above holds good in Mukden in particular, and one who has had a lengthy business life in that city states that the majority of commercial travellers are forced to leave with the idea that Mukden possesses no facilities for foreign trade, and in ignorance of the fact that there are over 30 large native wholesale houses in the town.

SUCCESSFUL GERMAN METHODS.

At a conservative estimate there are no fewer than 500 large stores in the Consular district of Mukden, all of which deal, or are open to deal, in goods of European manufacture. As an instance of what can be done when the business of introducing trade is properly carried out, and when the local conditions are studied closely, it has been cited that prior to 1905 practically all the imports of piecegoods, arms, and ammunition to Manchuria were obtained from old-established firms at Shanghai through their Newchwang agents. At that date certain German firms, after a preliminary survey of the situation, decided that business could be done in that direction, and they sent experienced travellers to Mukden who possessed a thorough knowledge of the language, and provided them with ample funds not only for the provision of premises and godowns, and for engaging local commission agents, or compradores, but also for entering into the social life of the city. They were instructed to take all the time they required to study local conditions before they attempted to push business. They obtained introductions to, and made the acquaintances of, all the local officials, civil and military, who possessed any influence, and a judicious expenditure of money in entertaining cemented the acquaintanceships thus made. They gave all the information they could to these officials and local dignitaries that would enable them to make money in other directions, and generally played the part of good fellows all round. The ultimate result was that Germany succeeded in obtaining what amounted to practically a monopoly of the vast contracts for arms, ammunition, clothing for troops and other military accoutrements, stores and supplies, and was also able to get hold of a great deal of other trade, obtain industrial concessions, and participate in loans that further cemented her hold on the market.

GERMAN GOODS SOLD AS JAPANESE.

As indicating the present methods adopted by Germany of trading with the rest of the world, *The Times* reproduces a form of "guarantee" which was found in a box of steel tools imported into New Zealand from Japan and sold in New Zealand as of Japanese manufacture. The box with the "guarantee" recently came into the possession of Messrs. Ashby Bergh & Co. (Limited), of Christchurch, N.Z.

The "guarantee" is headed with a design, an arrow over a cross, with a white star above and below, with the "Trade Mark" and the following printed in English:—

HENRY BOXER, REIMSCHNEIDER, Germany—guarantees

every tool, bearing this registered Trade Mark, the Arrow, to be satisfactory and second to no other make; every tool being thoroughly tried and tested before shipping.

Any of these goods found faulty in manufacture will be replaced.

JAPANESE COMPETITION.

BARON GOTO ON THE PROSPECT.

The Japanese delegates who are visiting Manchester were entertained at luncheon on July 31st, by Mr. E. F. Stockholm (president) and the directors of the Manchester Chamber of Commerce. The luncheon was private.

In a communicated report to the *Manchester Guardian*, it is stated that the health of Baron Goto, who heads the delegation, was proposed by Mr. Stockholm. Baron Goto replied that for twenty years past he had been particularly interested in questions relating to hygiene and sickness insurance, and he had done his best to get measures connected with these important matters introduced into Japan. A Factory Act had recently been passed. Very few industries in Japan had, however, as yet emerged from what might be called the cottage or medieval stage. In this he hoped to see adopted a Factory Act, which would correspond more closely to the factory legislation which had been passed in the United Kingdom. A question to which he had heard reference in this country, and which was also frequently discussed in Japan, was that of the future competition of British and Japanese goods in the markets of the world. "I consider," continued Baron Goto, "that I am justified in saying that the dangers to both of our countries arising from this competition are in no way serious, and have been very much exaggerated. The markets of the world are so large and the kind and qualities of goods that our respective countries produce are so varied, that it should be possible to avoid points of friction."

One of the matters which is often referred to is that of the cheapness of labour in Japan. In this connection I would ask you to remember that, although in the past wages may have seemed very cheap, they are now getting comparatively dearer. Rice, which forms the main item in the expenditure of every Japanese working man, has advanced from 15 yen per koku, which was the price before the war, to 30 yen per koku today. An increase as colossal as this must soon have its effects on wages, and, of course, on costs of production. Moreover, on account of the difference existing between the Japanese and European workers, there are cases in which more labour is required in Japan than in the United Kingdom, and in passing through mills in this country I have observed that the number of hands employed is considerably less than would be the case in Japan. Altogether, it may be said that conditions in my country are so different from those in your country that it is difficult for anyone who has not studied the situation on the spot to form a considered opinion, and it is for this reason that I advocate, in particular, an exchange of visits. Just as I have come here today, I hope that Manchester men, experts in their line, will pay visits to Japan and examine conditions in Osaka and the other principal producing centres; and if they can find the time to make the long journey to my country, even though they will, of course, have their own official representatives like Mr. Crowe to help them, I can assure you that I will do my best to welcome them and to bring them in touch with the leading industrial men in Japan, and help them to get the information they want.

JAPANESE VESSEL ENTERS GERMANY.

THE "KUHARA CO." S. TAIYO

TOKYO, September 14th.

A Japanese steamer has already entered Germany, the unidentified steamer which was reported by a Berlin despatch to have reached Hamburg proving to be the *Taiyo Maru*. More Japanese steamers are expected to enter Hamburg shortly.

It will be recalled that two months ago Mr. Wakamiji, Director of the Mercantile Marine Bureau, predicted that the first Japanese steamer to enter Germany would be one operated by the Mitsui Bussan Kaisha, Messrs. Suzuki & Co., or the Kuhara Company, and not by a vessel belonging to either the Nippon Yusen Kaisha or the Osaka Shosen Kaisha. This prediction has now come true. The *Taiyo Maru*, 5,500 tons deadweight, the first Japanese steamer to enter Germany, is owned by the Coko Shokai of Kobe, and is under charter by the Kuhara Company, which despatched her to that country.

The *Taiyo Maru* was chartered to the Kuhara Company early in last May for the period of six months, and she sailed from Kobe on May 16th. She could not get much cargo in Japan, and her holds were filled at Java with 4,350 tons of copra, which is used for the manufacture of butter. She sailed from Java on June 14th, reaching Hamburg on August 23rd.

The second Japanese steamer to enter Germany is likely to be the *Kofuku Maru*, 6,100 tons, of the Tokoku Kisen Kaisha, which is run by Messrs. Suzuki & Co. According to a despatch received by the Tokoku Kisen Kaisha, she passed Gibraltar on August 27th. The steamer has on board a cargo of copra and sugar exported by Japanese merchants. About the middle of August the *Yamaguchi Maru* sailed from Kobe for Hamburg, and the *Fuji Maru* sailed late in August. These sailings have so far been withheld from publicity. It seems that the two steamers are carrying principally goods from Messrs. Suzuki & Co.—*Japan Advertiser*.

NEWEST MATERIALS:

NEW ADVERTISEMENTS

LOST.

LOST or GONE AWAY in Kowloon.
1 BULL PUP (black) named "BEAUTY".
White, answers to the name of "BEAUTY".
Finder please return to—
RO. DALWADA & CASTRO,
Old Supreme Court Building, Hongkong,
or No. 3, ORMSBY VILLAS, Kowloon.
[1253]

TO LET.

NO. 61, Peak 4 ROOMS Unfurnished
rent \$115. Furniture could be taken
over at a valuation. Possession 1st October.
Apply to—
LINSTEAD & DAVIS.
[1251]

FOR SALE.

"MOUNT GONG" No. 131, The
Peak. 6-Roomed House with
Large Garden.
Apply—
LOXLEY & CO.,
York Buildings.
[1255]

THE HONGKONG STEEL FOUNDRY
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS in the
above Company will be held at the
Company's Office, 21, George Street,
Hongkong, on TUESDAY, SEPTEMBER
30th, 1919, at 11.30 A.M., for the purpose of
presenting the Report of the General
Managers and Statement of Accounts to
31st May, 1919.
The TRANSFER BOOKS of the Company
will be CLOSED from September 23rd to
September 30th, 1919 both days inclusive.
NORDON & CO.,
General Managers.
Hongkong, September 16th, 1919. [1256]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Chinese Government
SALE DEPT. to sell by Public Auction,
TO-DAY (TUESDAY),
September 16th, 1919, at 10.30 A.M., at
Yau Ma Tei Break Water,
The Steam Vessel
"KING CHING".
HULL—Teakwood
Length—121 feet
Beam—18 feet
Draft—4 feet 6 inches
Engines—Two sets of compound surface
condensing engines, with cylinders 11 1/2 in.
by 32 in. by 14 in. stroke. Separate
condensers.
Boiler—One cylindrical, multitubular,
marine type boiler. Length 10 feet 6 inches.
Diameter 10 feet 6 inches.
Working pressure 120 lbs. per square inch.
Inspecting orders and further particulars
may be had from the undersigned.
A launch will leave Blake Pier at 10 A.M.
day of sale to convey intending purchasers.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 15th, 1919. [1257]

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE

THE Steamship

"CHAKSANG"

having arrived from above ports. Consignees of
Cargo by her are hereby informed that all
Goods are to be landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, whence, and/or
from the wharves, delivery may be obtained.
Goods not cleared by Sept. 21st, will be
subject to rent.
All broken, chafed, and damaged packages
are to be left in the Godowns, where they
will be examined. Claims against the steamer
must be presented within 10 days of arrival;
otherwise they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, September 15th, 1919. [1258]

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE

THE Steamship

"KWAISANG"

having arrived from the above port.
Consignees of Cargo by her are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.
whence, and/or from the Wharves, delivery may
be obtained.
Goods not cleared by Sept. 22nd, will be
subject to rent.
All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined. Claims against the steamer must
be presented within 10 days of arrival, otherwise
they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, September 15th, 1919. [1259]

FOREIGN & COLONIAL MERCANTILE
CO., LTD.

51, Gracechurch Street, LONDON, E.C.3, Eng.
Telegrams—F.C.M.C. Codes—
"Foreign & Colonial Mercantile Co., Ltd."
GENERAL IMPORT & EXPORT COM.
PRODUCE-EXPORTS, BUYERS AND
SHIPPERS.
All enquiries receive prompt attention.
[1261]

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB
CHAMPIONSHIP.

For players whose handicaps are 10 or
under. Match play over Big Course at
Fauling.

JUNIOR CHAMPIONSHIP

Cups for the Winner and Runner-up have
been kindly presented by Mr. H. J.
Geddes and Mr. G. M. Young.
For players whose handicaps are 10 or
over. Match play over Big Course at
Fauling.

ENTRIES for CHAMPIONSHIP and
JUNIOR CHAMPIONSHIP Close on
Sunday, September 22nd, on the lists at
any of the Club Houses or at the
Hongkong Club.

18 HOLE COMPETITION against
ROGEY.

For a Silver Cup presented by "A Grate-
ful Temporary Member"

Under handicap over the Big Course at
Fauling on SUNDAY, SEPTEMBER
22nd, 1919.

Post entries.
Hongkong, September 16th, 1919. [1260]

KOWLOON-CANTON
RAILWAY.

THE Public is hereby notified that on and
from TUESDAY, SEPTEMBER 16th,
SEVERAL IMPORTANT ALTERATIONS
will be made in the Timetable.
Timetables will be available on SATURDAY,
September 13th, and may be had on applica-
tion at all Stations and at the Head Office,
Kowloon and Canton.
By Order,
ROBERT BAKER,
Manager.
Kowloon, September 11th, 1919. [1259]

HONGKONG CORINTHIAN YACHT
CLUB.

THE ANNUAL GENERAL MEETING
of the above Club will be held at the
Club House on WEDNESDAY, September
17th, 1919, at 6 P.M.

H. C. RESKER,
Hon. Secretary.
Hongkong, September 16th, 1919. [1260]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Hongkong Club will be held in the
Club House on THURSDAY, SEPTEMBER
18th, 1919, at 5.30 P.M.

Business—As posted in the Hall of the
Club.
By Order,
E. DES VOEUX,
Secretary.
Hongkong, 16th September, 1919. [1257]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEETING
of the above Company will be held at
the Company's Office at 100, on SATUR-
DAY, SEPTEMBER 27th, 1919.

THE TRANSFER BOOKS of the Company
will be CLOSED from September 19th to
27th both days inclusive.
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, September 11th, 1919. [1258]

HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of HUMPHREYS ESTATE &
FINANCE COMPANY, LIMITED, will be
held at the Hongkong Hotel on the 24th
day of September, 1919, at Noon, for the
purpose of considering and, if thought fit,
approving the draft of Articles which will
be submitted to the meeting. A copy of
such Articles and a copy of the existing
Articles may be seen at the Office of the
General Managers in Alexandra Buildings.
In such copy the portions of the proposed
New Articles which differ from the old
Articles are indicated by underlining in red ink.
Should the meeting approve of such
Articles with or without modification the
subjoined extraordinary resolution will be
proposed.

"That the New Articles already approved
by this meeting and for the purpose of
identification subscribed by the Chair-
man thereof be and the same are
hereby adopted as the Articles of the
Company to the exclusion of and in
substitution for all the existing
Articles thereof."

Should the resolution be passed by the
required majority it will be submitted for
confirmation as a special resolution to a
second Extraordinary General Meeting which
will be subsequently convened.
Dated the 8th day of September, 1919,
Hongkong.

By Order of the Board,
G. RAPP,
Secretary.
[1257]

FOR SALE.

JUST UNPACKED—REBUILT TYPE
WRITERS. Underwood, Royal, L.
Smith, in perfect working order, inspection
invited. Reasonable offers considered.
Apply—
Box 1250,
Care of "Daily Press" Office.
[1260]

FOR SALE.

FIVE-ROOMED HOUSE at the Peak
Apply to—
Messrs. HASTINGS & HASTINGS,
Solicitors,
No. 3, Des Voeux Road Central.
[1259]

AUCTIONS

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVoured with instructions from
The Concerned,
Will sell by Public Auction TO-DAY
(TUESDAY), September 16th, 1919,
at 2.15 P.M.,
at his Sales Room,
A QUANTITY OF
MISCELLANEOUS GOODS & EFFECTS
Also

30 doz. Rose Soap.
25 " Pure Italian Lucca Oil.
40 cases Laundry Bar Soap.
50 " Crab Brand Soap Tablets.
40 " Shoe Protector Balls.
10 dozen Levin's Lemon Squash.
A Schweppe's Cordial Lime Juice.
27 " Headley's Cocoa.
41 Monarch Fire Extinguishers.
43 Blankets.
24 Tobacco Pipes.
A Quantity of Tennis, Cricket and
Football gear, also 7 cases Electric Bulbs in
assorted Candle power.
Teas—Cash on delivery.
Hongkong, September 11th, 1919. [1258]

G. R.

PUBLIC AUCTION.

THE Undersigned will sell by Public
Auction by order of the Marshal of the
Prize Court,
On THURSDAY,
September 18th, 1919, at 11 A.M., at Yau Ma Tei
Break Water
The Motor Vessel
"PIONEER"

Hull Teakwood Built 1913.
Length 67 feet.
Beam 13 feet 6 inches.
Draught 7 feet.
Engine.
Internal Combustion, 3 Cylinder Junker
Diesel Type.
Complete with Navigating Lights, and a
quantity of spare gear.
The latter can be seen by application to
the undersigned.
A launch will leave Blake Pier 10 A.M., day
of sale to convey intending purchasers.
On view 17th inst.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 16th, 1919. [1248]

G. R.

PUBLIC AUCTION.

THE Undersigned will sell by Public
Auction by order of the Marshal of the
Prize Court,
On FRIDAY,
September 19th, 1919, at 10.30 A.M., at
Bailey's Wharf, Kowloon Bay,
The wreck of the Launch
"APAC"

as she now lies
The "APAC" was wrecked by Typhoon,
18th August 1919.
On view—Wednesdays, 17th inst.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 16th, 1919. [1247]

PUBLIC AUCTION OF PILOT BOATS

WE are favoured with instructions to
sell by Public Auction the well-known
Pilot Boats.
"SEA LION"

"ALLIGATOR"

The Auction will be held at our Office at
Noon on SATURDAY, October 11th, 1919.
VIEW DAYS

The "SEA LION" may be viewed at any
time on application to Mrs. Thow, Pagoda
Anchorage.

The "ALLIGATOR" will be brought to
Pagoda Anchorage on Tuesday, Sept. 30th,
and will be alongside the "SEA LION" in the
Creek near the Standard Oil Co.'s premises.

PARTICULARS
Lot I "SEA LION" Tonnage 63', Length 73',
breadth 16', draft 7' 6".
She is a 2-Masted Schooner, built of Teak,
with Pine at the Kowloon and Whampoa
Docks.

She has one Gig and one Dinghy on board.
4 Anchors, Chain, Main-sail, Fore-sail and Jib
complete, is well furnished and carries com-
pass, clock, barometer, binoculars, riding
lights, pumps and is in all respects complete
with 4 bunks, 2 sofas also three Cabin wash-
stands.

The Pilot Boat Licenses dated July 1919,
1899, the year the boat was built.

Lot II "ALLIGATOR" This boat is
slightly smaller than the "SEA LION"
built of Teakwood and Pine.

Draft 7' 3"
Rig Lorcha
Number of Masts Two
Boats Two
Anchors Two

Chain 75 fathoms of 2" and 45 fathoms of
1" Main-sail, Fore-sail and Jib complete.
Telescope, compass, binoculars, clock and
riding lights.

This boat was built in Hongkong July
1894 and has this year been thoroughly over-
hauled and painted at an expense of more
than one thousand dollars.

Both boats are well furnished and each has
a complete set of signalling flags.

H. S. BEARD & CO.,
Auctioneers.
Footscrow.
[1242]

FRENCH LESSONS

G. MOUSSEIX,

15, MORRISON HILL ROAD.

INTIMATION

DEWAR'S
WHITE
LABEL
FINEST SCOTCH
WHISKY

OF

GREAT AGE.

SOLE AGENTS:

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 616

[12]

The Daily Press

HONGKONG, SEPTEMBER 16TH, 1919

GREAT BRITAIN AND RUSSIA.

ALMOST unanimously, we are told, the
Trade Union Congress adopted the motion
proposed by Mr. J. H. THOMAS, M.P.,
Secretary of the National Union of Rail-
waymen, calling upon the Government to
repeal the Conciliation Acts and imme-
diately to withdraw all troops from
Russia. The Government, of course, has
already pledged itself to both these
courses, but the Labour Party is not
satisfied with the rate of progress which
is being made to redeem the pledge. Con-
scription has always been distasteful to
the nation, and was accepted only as an
unpleasant necessity when there was no
alternative method of raising the number
of men required for prosecuting the war to
a successful conclusion. In the circum-
stances, it is only natural that its aboli-
tion should be demanded at the earliest
possible moment. Obviously, however, it
is not practicable entirely to disband the
present armed forces of the Crown until
a new Volunteer Army has been formed
of sufficient strength to take their place.
The complaint is that the desired end
could be reached more rapidly if we left
Europe, and especially Russia, to look
after itself. Probably most people how-
ever, will be disposed to agree with Mr.
CARRUTHERS that it would be a great mis-
take to think that the victory we have
won can be left to take care of itself. If
we were to act on that principle a rather
rude awakening might come more quickly
than we expected. The Continent is in a
state of ferment, owing not merely to the
disturbing effects of war but also to the
re-arrangement of the map, and some-
time must necessarily elapse before tran-
quillity can be restored. After the
terrible sacrifices which have been made it
would be folly to spoil the ship for
the sake of a ha'porth of tar. The new
States which have been called into
existence must be given an opportunity

of organising themselves before all sup-
port is withdrawn from them, or there
will be perpetual warfare instead of
peace, and the work of the Versailles
Conference will have been in vain.
The situation with regard to Russia is
admittedly complicated. As a general
principle, it is indisputable that there
should not be any attempt to dictate
to another Power the form of government
it should adopt; the people should be
allowed to work out their own salvation.
Yet it cannot be denied that the Entente
have been obliged to interfere in the
internal affairs of peoples all over
Europe. Their justification for interven-
ing in Russia was explained in the
House of Commons recently by
Mr. CHURCHILL. After Lenin and
Trotzky had signed the shameful peace
whereby they betrayed their country,
falsified its engagements to its allies, and
liberated more than a million Germans
to come over and attack our troops in the
West, the Allies, in August, 1918, as an
essential measure in the war against Ger-
many, decided to occupy Archangel and
Murmansk, and to put an inter-Allied
force on shore there. The population
generally welcomed them, and we became
very deeply involved in the fortunes of
that region. Ultimately we were com-
pelled to confine ourselves to a fairly nar-
row region round about Archangel,
stretching about 120 miles from the town
in various directions. Until we landed
in Archangel, German divisions were pass-
ing from the Eastern to the Western front
at an average rate of six a month, but
thereafter not another division left
the Eastern front, and matters remained
there absolutely stable, the whole German
forces being riveted by the new develop-
ment. Early last March the War Cabinet
decided that Archangel and Murmansk
should be evacuated before another winter
set in, and they directed the War Office
to make arrangements accordingly. They
also prescribed that whatever support
might be needed by our troops there for
their extrication from this position
should be used and despatched by the
War Office. Further, they directed that
due regard should be had to the obli-
gations which we had contracted with the
populations of Archangel and Murmansk,
and with the local Russian army and the
local Russian Governments which we had
called into being, leaving to the military
men the widest latitude and the greatest
possible discretion as to the method,
time, and circumstance in which they
should exercise their policy. Admiral
KOLCHAK was informed on April 30th
that all the Allied troops would be with-
drawn from North Russia before the next
winter, but it was hoped to make it pos-
sible for the North Russian Government
and army to stand alone after the Allied
troops had left. The intention was com-
municated, also, to the troops. It is easier,
however, to enunciate a policy than it is
to carry it out. The progress, which, it
was hoped that General DENIKIN and
Admiral KOLCHAK would make in the
meantime has not fulfilled expectations.
Nevertheless, these two anti-Bolshevik
leaders have gathered forces together dur-
ing the past twelve months sufficient to
engage 300,000 enemy troops, or more
than two-thirds of the entire Bolshevik
army. The other third is fighting the
small, weak, new States which have been
called into being as a result of the war
on the Eastern frontier of Europe.
These States form an important part of
the bulwark designed to stand between
Germany and Russia, and would have
been free to bring greater pressure to bear
upon them. Lt. Col. WARD, M.P., has put
the matter in a nutshell. "We went to
Russia during the war to serve our own
purpose. Are we now to say to those
who rallied round us 'You have served
our turn; we are going. We wish you
good luck!'" The hon. and gallant
member answers, his own question by
declaring that to leave them in such a
way to face the enemies they have made
for our sakes would be "black treachery."
That is the sentimental aspect of the
matter, but there is also a practical
aspect. The success of the Bolsheviks
would mean a union between a
hostile Russia and a victorious Germany,
with consequences that the British could
not pretend to reward with indifference.
According to Mr. C. EDWARDS, M.P., over
700 military officers left Germany during
July to offer the Bolshevik forces in
North Russia, and German agents are
engaged in recruiting Chinese to aid Bol-
shevism in Russia. As the Government
are cognisant of the situation it seems
strange that they should adopt their
present nebulous policy. It would
seem that they are either cloak-
ing their design or allowing the Labour
Party to deflect them from the course
which their judgment counsels. It is
to be hoped that the testimony of
Col. J. WENWOOD, M.P., Major-General
Sir C. G. BRIDGES, and Lt. Col. WARD,
M.P., will serve to enlighten the Labour
Party and give the Government the
courage of their convictions.

Ten cases (6 deaths) of gastro-enteritis
and one case (1 death) of cholera were
reported in the Colony on Saturday.

The total output of the Kailan Mining
Administration's mines for the week
ending August 24th, amounted to 55,714
tons and the sale to 49,031 tons.

Capt. John E. Drummond, R.N., who
has just been appointed Rear-Admiral
and placed on the retired list at his own
request, served on the China Station in
1900.

By courtesy of Admiral W. L. Rodgers,
U.S. Navy, the Band of the U.S. cruiser
Brooklyn will play on the Hongkong
Cricket Club ground from 5 to 6.30 p.m.
on Thursday.

"A rogue and a vagabond" was
arrested at West Point early yesterday
morning with a dagger in his possession.
At the Magistrate's he was sentenced to
six months' hard labour.

Patrick McElwee, a seaman, was
arrested on a charge of being drunk and
incapable in Wanchai. He was allowed
out on bail of \$4, which was extracted,
yesterday, as he failed to appear in
court.

Yesterday was "beggars' day" at the
Magistrate's. Ten emaciated and hungry-
looking beggars were charged in the two
Courts with soliciting alms. The older
beggars were discharged with a warning;
the younger ones were fined \$5 each.

Four Chinese—two men and two women—
were charged at the Magistrate's, yester-
day, with attempting to export various
sums of subsidiary coins, amounting to
\$90. Mr. Smith fined the quartette \$40,
in sums varying from \$20 to \$25, and con-
fiscated the coin.

A Chinese woman has reported to the
Police that while she was returning from
the Chin Wan market on Saturday after-
noon she was attacked by two men, armed
with daggers, near Kuo Pau King. One
man held her by the jacket, while the
other took \$10 in money from her.

Yesterday, the following telegram was
received from the London Office of the
Chartered Bank of India, Australia and
China:—"The Directors of the Chartered
Bank of India, Australia and China
have declared an interim dividend for
the past half-year at the rate of 1 1/2 per
cent. per annum, free of income-tax."

H.E. the Officer Administering the
Government informed a representative of
the Daily Press last night that Sir
Reginald Stubbs, K.C.M.G., the new
Governor, is due in Hongkong on Septem-
ber 30th, or October 1st. The latter date
is the more likely one, in view of the
information received by telegram yester-
day from Singapore that the F. O. S. S.
Kaima is due at that port on September
25th.

CANTON NEWS.

SEPTEMBER 15th

GUNBOATS DISAPPEAR
The authorities have recently learned
that the gunboats Kwangchi left Kiangchow
many days ago and was seen off the coast
of Luchow after the sale, but there is
now no trace of her. Other gunboats
have been dispatched in search of her.
With reference to the disappearance of
the gunboat Harkling, which was reported
some days ago, it is stated that the ship
has not been found, in spite of every
effort. She was last seen at Shinghai,
and it is believed that her crew have been
tempted to steer her away, as the Com-
mander purposely left the ship before her
departure from Shinghai.

NEW BANKS
The Asia Bank is to open a branch in
the Shamshu on October 1st.

Another message states that the Chinese
and French Industrial Bank in Paris
is about to establish branch offices in
various Treaty Ports. That in Canton is
to be established shortly.

A large number of Northern M.P.s.
have recently come to Canton for the
proposed establishment of the Constitu-
tional Parliament. Owing to the increase
in the number of M.P.s the Military
Government is requested to grant a
further sum of \$20,000 a month towards
the expenses of the Parliament.

THE FORMATION OF A "REAL GOVERNMENT."
It is reported that strong opposition
will be offered by the military leaders to
the projected formation of a real
Government in Canton. The members of
the Military Government will resist the
idea, as they are afraid they will be re-
moved from their positions if a real
Government is formed.

THE INFORMATION has been received recently
indicating that General Luk has not given
up his intention of making a change in
the Tuchouh. With a view to avoid-
ing trouble he has commenced to transfer
the supporters of the Tuchou, Mok Wing-
son. If Mok Wing-son and his supporters
do not obey the order expulsion will be
used.

COMPLAINT BY SWATOW SALT MERCHANTS.
The salt-merchants in Tsinan, Swatow,
have complained to the Military Govern-
ment that the Kwangsi troops are levying
an excessive tax on salt transportation
through the places they occupy. The salt
merchants are preparing to go on a strike
if a protest if the taxation is continued.

THE PEKING GOVERNMENT has received a
report from Luk Ching-chang, the vice-
viceroy to Paris, stating that he and
Wong Ching-tung (son) the Treaty with
Austria on the 10th inst.

The members of the An Fo Society are
proposing to elect Fung Kuo-chang as
Vice-President and to invite Tsin Chi-
chi to form the new Cabinet.

A collision occurred on the Tientsin-
Pukow Railway, yesterday, owing to
wrong signals being shown. The two
engines were smashed, and part of the
permanent way was damaged. Seven per-
sons were killed, and more than ten others
were injured. Traffic will be interrupted
for a day or two.

GERMANY PREPARING HER REVENGE:

CARDINAL MERCIER PREDICTS ANOTHER WAR AGAINST FRANCE.

BATTLE OF JUTLAND THROUGH GERMAN EYES.

ANGLO-AMERICAN WAR INCONCEIVABLE.

UNAUTHORISED ITALIAN TROOPS RAID FIUME.

ALL SHIPPING HELD UP AT MARSEILLES

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

VON TIRPITZ'S MEMOIRS THE BATTLE OF JUTLAND THROUGH GERMAN EYES.

London, September 15th. Admiral von Tirpitz, in a continuation of his book, claims that the Jutland Battle proved the superiority of the German personnel. The material German losses were one third those of the British. He says that the Fleet returned to their harbours elated and surprised at their success, the crews regretting that the opportunity had not been taken at the beginning of the war to stake the fleet for victory.

He declares that the most striking proof of the strength of the German Navy lay in the fact that the British avoided meeting it, especially the longer the war lasted. Admiral von Scheer, in the course of 1918, made several fruitless efforts to bring the British to battle, but numerical inferiority made it impossible for the Germans to offer battle at Scapa or Dover.

Von Tirpitz, describing the Jutland Battle, however, after boasting of German superiority in the opening engagement, admits that when the battle fleets were engaged, the German vanguard was forced to turn by the British alteration of the course. Thereby the Germans suddenly encountered the British main body deployed in the mist. It immediately concentrated a heavy fire on the Germans. The situation thus accidentally became tactically very disadvantageous and von Scheer escaped a dangerous position by turning the Fleet together, a manoeuvre which few Fleets in the world would have carried out under the rain of fire. Having reformed, the Fleet swung round to re-attack, but the approach of night made a carefully planned battle formation impossible.

If the British had held in any way superior, they would have changed to our Fleet under all circumstances. Von Scheer believed that the renewal of the fight in the morning was a certainty, but preferred to accept battle near the mine-free fairway, and accordingly, at night, he made for the neighbourhood of Horn Reef.

Von Tirpitz constantly attacks Dr. von Bethmann-Hollweg, the Kaiser and the latter's entourage and flatterers for the inactivity of the Fleet early in the war, especially Admiral von Mueller, whom he describes as a "courtier, popular with the ladies, a tactician, a pacifist, and a friend of the late Mr. W. T. Stead." He declares that von Mueller has an excessive sense of responsibility for Germany's downfall.

He says that the Kaiser's reluctance to relinquish the Supreme Command was responsible for the Navy's routing. Von Tirpitz, in July, 1914, vainly urged the appointment of a Supreme Naval Commander, suggesting himself as his officers objected to others. He says that already, in the autumn of 1914, the members of the Kaiser's entourage only dared to visit him after dark. He says that the Kaiser was particularly proud of the Mediterranean Squadron, hence, the *Grafen* was not in the North Sea, as von Tirpitz desired.

Von Tirpitz says that the entry of Japan into the war wrecked the plan of campaign for enemy trade by cruiser squadrons, and made it necessary for ships to attempt to break through on the way home.

He says that if his advice had not been disregarded, Admiral von Spee, after Coronel, would have proceeded homeward, the ships separating, after the fashion of the *Monaca* and other raiders, and thus establishing the prestige of Coronel in the eyes of the world. Von Spee was, however, left ignorant of the general war position, and encountered the Falklands Squadron, whose superiority he did not suspect.

M. CAILLAUX.

REMOVED TO A NERVE SANATORIUM.

Paris, September 15th.

The ex-Premier, M. Caillaux, has been removed to a nerve sanatorium on the application of his counsel.

THE EX-KAISER.

A VISIT FROM HIS DAUGHTER-IN-LAW.

Amsterdam, September 14th.

The ex-Crown Princess and her two children are visiting the ex-Kaiser at Amerongen for two or three days.

THE SILVER MARKET.

London, September 15th.

Silver is quoted at 60 1/2 spot and 60 1/2 forward. The market is firm.

London, September 13th.

Silver is quoted at 61 1/2 spot and 61 1/2 forward. The market is firm.

EARLIER CABLES.

THE NEXT WAR.

CARDINAL MERCIER'S PREDICTIONS.

London, September 15th.

While in New York, Cardinal Mercier, asked his opinion as to the possibility of another war, replied:—"You may be certain there will be another war against France. Germany retains the same mind and is preparing her revenge."

He added that such a war would be directed against Belgium also, for Belgium would be in the way.

THE BOSTON STRIKE.

SEVEN CASUALTIES.

Boston, September 13th.

Seven persons have been killed as the result of the two days' Police strike. The city is now quiet, and is being patrolled by soldiers with fixed bayonets.

Governor Wood declares that the Police were desperate and not strikers and arbitration with them is impossible. Reinstatement is impossible, even if they yield.

MR. GOMPERS APPEALS TO THE POLICEMEN.

New York, September 13th.

Mr. Samuel Gompers has appealed to the policemen at Boston to resume, asking them to await the conference between representatives of Capital and Labour convoked by President Wilson for October 6th.

THE AFTERMATH.

IF THE PEACE TREATY IS NOT ACCEPTED.

CORR. D'ALBEN (14th).

September 13th.

President Wilson pictured the world aflame with war, unless the Peace Treaty was accepted. He said that there was a fight of conquest in the East for Germany, who was already negotiating with the Bolshevik Government in the hope of finding ground for industrial and political intrigue.

BRITISH ARMY PAY.

INCREASES FOR COMMISSIONED OFFICERS.

London, September 14th.

A Royal Warrant has been issued substantially increasing Army pay. Second Lieutenants will receive between £394 and £448 annually, if married, and between £230 and £276, if unmarried. Lieutenants will receive from £448 to £503, if married, and from £276 to £320, if unmarried. Captains and Majors will receive equivalent increases. A Colonel receives £1,242, if married, and £734, if unmarried. The men's rates of pay are those already announced.

ITALIAN TROOPS RAID FIUME.

UNAUTHORISED ACTION BY GABRIELE D'ANNUNZIO.

Rome, September 13th.

Italian raiders, including the airman-poet, Gabriele d'Annunzio, armed with machine-guns and armoured cars, entered Fiume at noon on September 12th. RAIDERS START FROM RONCHI.

Rome, September 13th.

It appears that the would-be raiders, who comprised detachments of Grenadiers and bands of "storm" troops, started from Ronchi.

NO DISORDERS FOLLOW THE RAID.

A semi-official statement says that no disorders followed their arrival at Fiume.

The Government is taking very energetic steps to check the movement and discover who is responsible for the act, which is as rash as it is harmful.

TROOPS DISOBEY COMMANDER'S ORDER.

Rome, September 14th.

In the Chamber, in the course of a statement on the Fiume raid, Signor Nitti announced that the Commander of the Sixth Army Corps had been ordered to intercept and disarm d'Annunzio's troops, but the troops refused to obey the Commander's order.

L'Epoca states that General Badoglio, Deputy Chief of Staff, has gone to Fiume with full powers.

BRITISH WITHDRAWAL FROM RUSSIA.

LT.-COL. KELLY WILL WELCOME A COURT-MARTIAL.

London, September 13th.

LT.-COL. Sherwood Kelly, in a letter to the *Express*, says that when he wrote a private letter to the *Express* condemning operations with the aid of getting back to was the serious offence.

Churchill on September 13th.

At his relations with the General Staff at Archangel were not good, because he had more than once to protest against Staff mismanagement.

He concludes by stating that he will welcome a Court-Martial.

HOW THE ALLIES ARE ASSISTING.

London, September 13th.

How the Allies are assisting in North West Russia has been explained by M. Lianosoff, Premier of the newly-formed Government there, who is at present visiting Helsinki.

In the course of a statement, he says that large supplies of material of all kinds are arriving from the Allies. The cargo recently received consisted of 20 guns, 22,000 rifles, 15,000,000 cartridges, 40,000 full equipments for soldiers, 4,000 equipments for officers, also thousands of tons of tea, sugar and tobacco.

UTTERANCE.

GERMANY PREPARING FOR THE COMING PLEBISCITE.

London, September 14th.

According to Polish advice the German Government is arranging that Germans born in Upper Silesia but residing in other parts of Germany may travel on the railways free to Upper Silesia for the plebiscite. They will receive free board and lodging while it lasts. Germany estimates that 80,000 votes will be secured for Germany in this way.

THE NATION'S HEROES.

EMPLOYMENT OF DISABLED MEN.

London, September 13th.

A Royal Proclamation requests employers of labour to undertake to employ as many disabled soldiers as possible compatible with their business, in order to prevent lack of employment, which would offend the general conscience.

The object of the Proclamation is to secure the employment of 100,000 disabled men in various branches of industry. The scheme has everywhere met with approval.

THE BRITISH EMPIRE.

THE NATIONHOOD OF THE DOMINIONS.

Edmonton (Alberta), Sept. 13th.

The Prince of Wales, in a speech referring to the new power devolving on the Dominion as a result of the recognition of their nationhood, said:—"You, in Canada, have the history of know from your past achievements and your magnificent war record that British institutions, British unity, and the British flag are safe in your keeping."

THE BRITISH NAVY.

THE SUBMERSIBLE SHIP OF THE FUTURE.

London, September 15th.

Lord Fisher, in his concluding article in the *Times*, in regard to the Navy, says that a period of change is at hand as sweeping in its character as was either the introduction of steam or the advent of armour, for the fact is unquestioned that aircraft is even now making such prodigious developments that the only escape for vessels on the surface of the ocean will be to go under water.

These types of submersible vessels of every size and character will instantly require great study, research, and much experiment. We had a submersible carrying a 12 inch gun before the war ended. The very day this submersible with the 12 inch gun was ready for battle she heard, by her own wireless installation, a message passing on a far-distant sea. ANGLIO-AMERICAN WAR INCONCEIVABLE.

Lord Fisher concludes by expressing the opinion that an Anglo-American fight is inconceivable. He asks:—"Cannot the American and English Navies dominate the world at any time, and simply tell all others: 'You are not to build more, or we will fight you here and now?'"

FIGHTING BOLSHEVISM.

NORTH WEST ARMY CAPTURES YAMBURG.

Stockholm, September 14th.

A telegram from Helsinki states that the Russian North-West Army has captured Yamburg.

GENERAL WRENGEL'S VICTORY AT TSARITSIN.

London, September 13th.

A War Office communiqué states:—"After a three days' battle at Tsaritsin, in which the Bolsheviks made combined attacks from different directions upon the town, the defending troops under General Wrengel heavily repulsed the attackers, capturing 9,000 prisoners, eleven guns, and over 100 machine-guns."

Three Bolshevik regiments surrendered. Two others were completely destroyed.

PEACE NEGOTIATIONS WITH THE ESTHONIANS.

London, September 14th.

A Bolshevik wireless message says that the Riza Government has accepted the offer of the Soviet Government to begin peace negotiations.

THE DELEGATES TO MEET AT MOSCOW.

Helsinki, September 14th.

The Soviet Foreign Commissary has informed the Estonian Government that the peace negotiations will be held at Moscow near the Pskov-Rural Railway. ESTHONIA HAS NOT YET MADE PEACE.

STRIKE IN FRANCE.

NOT A SHIP HAS LEFT MARSEILLES.

Paris, September 14th.

A Havas message says:—"The Marseilles general strike, ordered by the Union Labour Syndicates in support of the strike of dockers, began on September 11th, by cessation of work of the gas, electricity, transport, metal, and building industries. No ship has left Marseilles. Communication between France, Algeria and Tunis is suspended."

TRAMWAYS STILL RUNNING.

Marseilles, September 13th.

The tramways are still running in spite of the proclamation of the general strike, but the work at the docks is at a standstill. Crews have deserted their ships in sympathy with the dockers.

SHIPPING HELD UP AT MARSEILLES.

Marseilles, September 14th.

On Saturday 40 ships were held up by the strike. The streets are in darkness as the gas-workers are out, while the electricity is shut off, causing a number of establishments to close.

MINERS STRIKE IN LORRAINE.

Metz, September 13th.

The strike on the railways in Lorraine has begun.

DISTURBED IRELAND.

SYNN FEININ TO BE TOTALLY SUPPRESSED.

London, September 15th.

A Proclamation issued at Dublin suppresses the Sinn Fein organisation throughout Ireland.

RAIDS FOR ARMS THROUGHOUT IRELAND.

London, September 14th.

Raids for arms continued throughout Ireland, yesterday, without disorder.

DETECTIVE SHOT DEAD IN DUBLIN.

London, September 13th.

A political detective was shot dead outside the detective offices in the centre of Dublin yesterday evening.

KING VICTOR EMMANUEL'S GENEROSITY.

ALL ART TREASURES TO BE HANDED OVER.

Rome, September 12th.

The preamble of the Bill granting all the Crown lands to the fighting men of Italy shows that only the palaces at Rome had been retained by the Crown, while the national art treasures, by the King's wish, will be collected at one Palace and handed over to the nation.

FRENCH TAXATION OF MONOPOLIES.

BIG INCREASE OVER ESTIMATED FIGURE.

Paris, September 10th.

A Havas message says:—"French revenue from indirect taxation of monopolies during August was 40,000,000 francs more than the Budget estimate. The surplus for the first eight months of the year is 410,000,000 francs."

GERMANY'S BREACH OF TREATY TERMS.

ALLIED REPLY READY.

Paris, September 11th.

A Havas message says:—"The Supreme Council has discussed its reply to Germany relative to Article 61 of the German Constitution. An agreement was reached by the Drafting Committee, who edited the reply, which will be handed to Germany this evening."

THE AUSTRIAN TREATY.

A SIGNIFICANT INCIDENT.

Paris, September 11th.

The Parisian edition of the *New York Herald* writes:—"Recently a great Power, particularly interested, sought to insert in the Austrian Treaty a special clause making it impossible for any Power to sign it which had not signed the Treaty with Germany."

DEATH CERTIFICATE OF AUSTRO-HUNGARIAN MONARCHY.

The French papers state that the Treaty of Saint Germain is the death certificate of the Austro-Hungarian Monarchy. The old Monarchical state "system" is now plunged into the irrevocable past; none of the great changes wrought in Europe is comparable with this.

DELEGATES RETURN HOME.

After the ceremony of signing the Peace Treaty at Saint Germain, Dr. Renner and 13 members of the Austrian Delegation left Paris last night by the Orient express for Wien.

PEACE WITH BULGARIA.

THRACE QUESTION NOT SETTLED.

Paris, September 11th.

A Havas message says:—"The Treaty with Bulgaria will probably be presented to the Bulgarian Delegation on Saturday at the Ministry for Foreign Affairs in Paris. The Treaty has been completed without settlement of the Thracian question, which is left to be discussed in connection with the Turkish Treaty."

INTERNATIONAL AIR CONVENTION.

APPROVED BY THE SUPREME COUNCIL.

London, September 13th.

The Supreme Council has formally approved the International Air Convention.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

THE P. AND O. AGENT AT SINGAPORE.

Singapore, September 13th. Mr. H. W. Buckland, P. and O. Agent at Singapore, is retiring. Mr. E. Walker succeeds him.

THE NEW GOVERNOR'S ARRIVAL.

Singapore, September 12th. Sir Reginald Stubbs, K.C.M.G., arrived at Singapore on Thursday, September 11th.

CHINA SIGNS THE AUSTRIAN TREATY.

SHANGHAI, September 15th.

The Government has received a telegram from Luk Tsing-chang stating that he and Mr. C. T. Wang signed the Austrian Treaty on September 10th.

RETURN OF TSUI YUN-FU.

Shanghai, September 15th. Tsui Yun-fu, the President of the Peking University, who was on one of the students in the recent disturbances, returned to Peking on September 13th. The students gave him a hearty welcome.

PEACE WITH GERMANY.

The President has issued an edict announcing the resumption of peace with Germany.

DELEGATES TO REMAIN IN PARIS.

Luk Tsing-chang and Wang Ching-ting have been asked to remain in Paris until further orders.

THE NEXT VICE-PRESIDENT.

The Chihli political party has promised to lend a helping hand to the Peace Conference, if it is agreed to appoint Fung Kwok-chung, the former President as Vice-President. Wong Yap-tong has agreed to make arrangements toward that end.

CHINA DETERMINED NOT TO SIGN.

Paris, September 14th.

It is declared, in reference to Sino-Japanese difficulties, that the Chinese Government is firmly resolved not to sign the Peace Treaty until Japan restores Shantung.

BRITISH LANGUAGE SCHOOL AT SHANGHAI.

MR. JAMIESON ON THE STUDY OF CHINESE.

The British Chamber of Commerce Language School, at Shanghai, opened its third term on September 8th.

Mr. J. W. Jamieson, C.M.G., H.M. Consul-General, in an interesting speech, referred to the men who held that there was no necessity for young men to learn Chinese. Those who knew Chinese, they would say, were "hard half mad and if they worked hard at it they would qualify for the lunatic asylum. During the last 20 years a great change had come over the ways of the older men and a new spirit among the younger and the result was that all over the country in the large trade centres language schools had been established. He presumed that most of his hearers were engaged in mercantile pursuits and he directed say they would find some of the old fogies who did exist in China who would tell them that they were wasting their time."

He could give them the assurance, speaking after an experience of 23 years, that they were not wasting their time. They were making themselves more efficient, not only from their own point of view but also from that of their employers. They were embarking upon a new world of literature, opening up new fields of vision, getting views of the people and their literature which must inevitably broaden their own minds. This would mean a great deal to them, for they were getting into touch with some of the most lovable people in the world. The Chinese had a facility for throwing themselves into contact with people with whom they came in contact, but until they understood the language and the people they would not properly get into touch with them and consequently they would not realize how much less interesting than they otherwise would be.

Some people, the speaker went on to say, objected that Mandarin was the only language that was being taught and was learning that there was no reason for learning that. It was a mistake. Out of the 15 provinces, Mandarin was spoken in 10, and all visitors who came to Shanghai from up-country, unless they came from Canton or Fokien spoke Mandarin or its variants.

TYPHOON WARNING.

The following telegram was received by the American Consulate, Hongkong, from the Manila Observatory on September 14th.

12.50 p.m. September 14th. Cyclone or typhoon N.P. 10.

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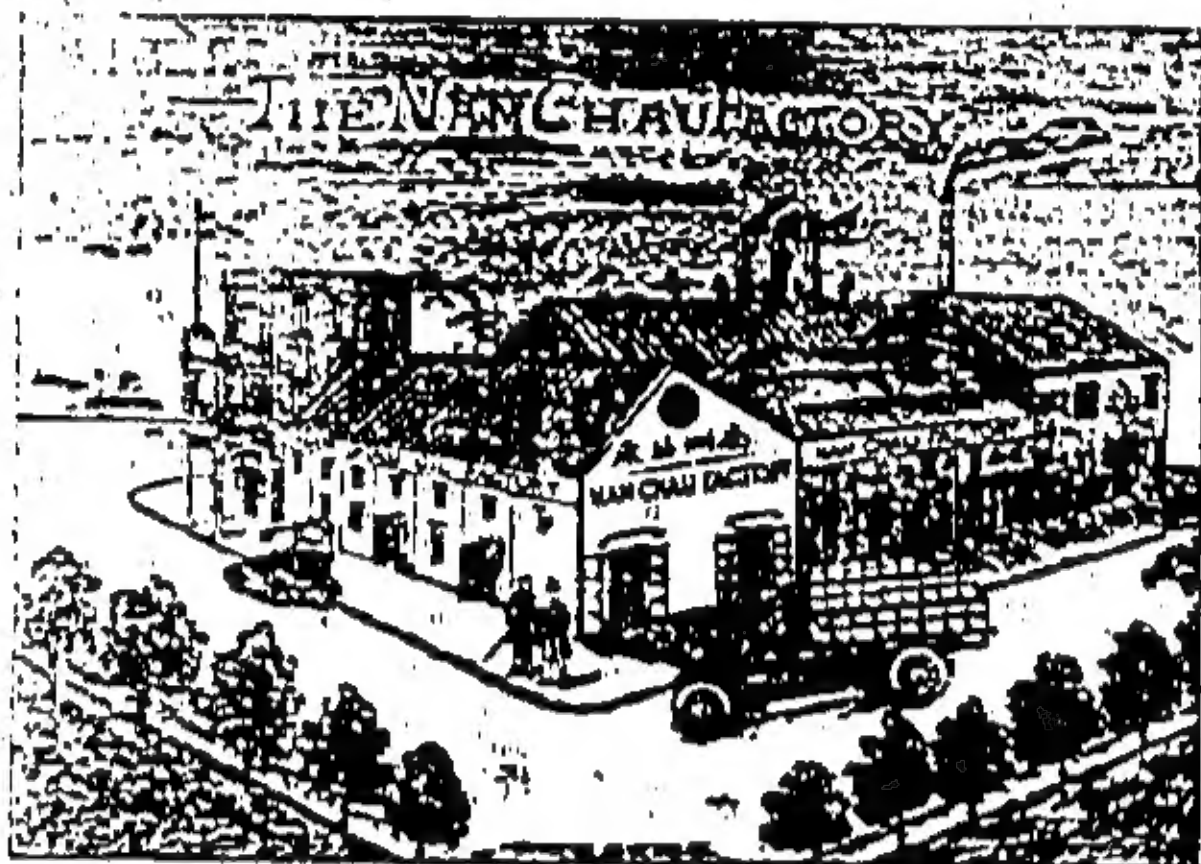
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OUR LONDON LETTER.

OVERSEAS COMMITTEE OF THE
FEDERATION OF BRITISH
INDUSTRIES.

SHIPS AND THEIR PRICES.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 7th.

SOLDIERS' PAY.

According to the *Times* Parliamentary correspondent the Government have decided to increase the pay of the Army immediately. The private soldier is to receive 2s. 6d. a day, which will be increased to 3s. when he becomes proficient. This is indeed a notable advance from the old scale of 1s. a day, and puts the British soldier almost on a level with the Canadian soldier and the American soldier. Nobody will grudge Mr. Thomas Atkins more money. He has earned his dollar a day. And it is a good thing to make war dear instead of cheap. The higher the pay of the soldier the smaller the standing army, and the smaller the army the fewer the unnecessary wars.

THE "F.O."

I hear it said in Parliamentary circles that Lord Curzon's formal instalment at the Foreign Office may be expected shortly in succession to Mr. Balfour. He is already doing work there, for which he has unique qualifications. It was noted the other day, when he was asked to publish certain papers connected with the Peace negotiations, that he spoke of his intentions in the tone of a man who has full Departmental authority.

SIR ARTHUR STEEL MANTON.

A note which I have received from the Federation of British Industries states that Sir Arthur Steel Manton, M.P. for the Edlington district of Birmingham, has accepted an invitation to become a member of the Overseas Committee of the Federation. He has held office as Under-Secretary to the Board of Trade, and until a few weeks ago, was head of the Department of Overseas Trade.

His resignation of the last-named position created a mild flutter in official dovecotes, for it was in the nature of an emphatic protest against the ill-fated policy of the Government in regard to British trade development abroad. "I am constantly being up," he wrote to the Prime Minister in tendering his resignation. His dissatisfaction rested chiefly with the Consular system, and, in particular, the curious arrangement of dual control and dual duties due to the fact that the Service is under both the Foreign Office and the Board of Trade. Sir Arthur will find scope for his activities with the Federation, which now has a membership of 16,000 manufacturing firms, with a united capital of five thousand million pounds sterling.

HIGH PRICES FOR STEAMERS.

Remarkably high prices are being paid for steamers sold by auction without any restriction as to the flag under which they are to sail. I was present at a sale a few days ago in the Merchant Hall of the Baltic Exchange when £118,500 was paid by a firm of Norwegianians for the *Sangara*, 2,407 tons, built in 1900. Another vessel, the *Orinoco*, 3,171 tons, built in 1908, was bought by a Spanish firm for £75,000. Several other lots changed hands at similar fancy prices to Spaniards. As against these figures, a number of steamers sold on the Exchange—bidding being confined to persons entitled to own British ships—failed to realise as much as £10,000 in any one instance. The reason of course is the freight and charter still controlled in British ships, but there are no such restrictions under foreign flag. In the latter case, owners have the chance of making a fortune under present conditions of shipping in a very short space of time.

GOODWOOD RACES.

Goodwood Races, the annual event that is supposed to mark the end of the London season, was a greater festival of pleasure this year than ever before in its history. Many who were present on this occasion recalled August 2nd, 1914, and the whisper that ran round the enclosure and the stands that Austria had declared war upon Serbia. There was then a hurried departure of some public men for London, and a cloud seemed to fall upon the gay company.

In the interval since that day what a mighty upheaval in the world! But there was nothing to suggest it this week-end. The fashionable crowd was bigger than in former years, and more fashionable, if that be possible; and one looked in vain for a khaki uniform or a touch of hospital blue. It might have seemed that there had never been the nightmare of the world-war.

Almost the sole reminder that things have happened was the respect of the taximen, who charge a sovereign for the six minutes' ride from Chichester to Goodwood course and the same amount back. Before the war you could get there on a char-a-banc for half-a-crown and for twice that sum in a motor. This black-mailing did not improve the temper of those racing men who backed the wrong horse.

ON THE RHINE.

An officer friend back from Cologne gave me some interesting bits of gossip about conditions there under the British occupation. There is plenty of gaiety, but it is confined to the English, as the German folk appear to have lost all zest for social gatherings, theatricals, and the like. On the surface no sign of resentment is displayed towards the Army of Occupation.

The order promulgated at the outset that every German was to salute the British uniform has been modified to apply only to railway and other officials. The ex-officers of the runaway "All-Highest" are described as slinking about the streets clad in ill-fitting civilian clothes, but they have been able to retain something of their aggressive swagger, which is in marked contrast to the contemptible obsequiousness of the civilian population.

There is no lack of food at reasonable prices. Luxuries of all kinds may be had in abundance, and there is no dearth of purchases, as money is plentiful. A reminder of military rule comes at night, however, when every place of amusement has to be closed at ten o'clock.

(Continued at foot of next column.)

ALL-RED CABLE ROUTE.

GERMAN LINE DIVERTED TO
CANADA.

The announcement in *The Times* recent is that a Government cable is now working between this country and Canada and Australia marks an important stage in the policy of securing, where possible, an all-red route between the Mother Country and the Dominions and Colonies.

The new Government cable between Penzance and Halifax, Nova Scotia, was originally the German submarine telegraph between Emden and New York via the Azores. It was "diverted" in July, 1917, after being fished from the bottom of the ocean, and laid by the British authorities between Penzance and Halifax. It was used in the later stages of the war, for all Government traffic between England and Canada, and also for that with Australia and New Zealand.

From Halifax, a special land line is leased from the Canadian Pacific Railway to Montreal, where connection is made with another special land line leased by the Pacific Cable Board, also from the Canadian Pacific Railway, to Banfield, the terminus of the State-owned Pacific cable.

It is worked from the General Post Office, West, St. Martin's Lane, direct to Halifax with relays at Penzance and the Azores, and, on the other side, at Halifax it is worked on behalf of the British Post Office by the Pacific Cable Board.

During the war and for a considerable time after the Armistice the cable was very heavily loaded, especially with Government traffic, but now there is space accommodation and the public are invited to make use of it. It is a very good cable, and in thorough working order.

The charges are the same as those made by the other Atlantic cables. The cable which was laid by the British Government in January, 1913, between Peterhead and Alexandrovsk, and was later extended to Archangel, is still in full working order. It is now the only cable providing a telegraphic service between Great Britain and that part of Russia which is in Allied occupation. For a long period there has been no communication with the interior.

TRUST IN THE LEAGUE.

AUSTRIAN FOREIGN MINISTERS
DECLARATION.

A Vienna telegram gives the text of a letter addressed to President Saitz by the State Chancellor, Dr. Renner, in which he sets forth his policy on taking charge of the Ministry of Foreign Affairs. Dr. Renner first refers to the way the German-Austrian people have been made to suffer for the sins of their former rulers, and says:

German-Austria can do nothing but surrender itself trustfully to the League of Nations and its decisions. In my view it will mix in the politics of the Great Powers not as the rivalries of its neighbours. It will not pursue a Great Power or a neighbour policy, but exclusively a League of Nations policy. It needs repose and desires to be involved in none of Europe's affairs, and least of all, however, to be drawn into an enlarged Balkans into which South-Eastern Europe threatens to develop.

While in this way German-Austria will keep away from any foreign complications, it must try to rebuild its national economic system and to create a new social order. We shall thus restore our good name abroad and win that measure of esteem and influence which is needed in order to gain regard for our citizens and our products abroad and to avoid the disadvantages of the first world of commerce. This hope would only be in vain if the League of Nations failed to be true to itself or if it refused recognition of our right to existence. So long as this desperate position does not come about we must resolutely take the path described.

THE POLICE STRIKE.

The Police strike is now ended as I write, but it would seem that the back of this movement, which in essence, is a challenge to the Government, by a handful of people with Bolshevist principles, has been broken. Order and good citizenship, as the *Daily Mail* puts it, have been restored.

The Police Bill, which passed the House of Commons three days ago, was the pretext for the strike, but the real object of the organisers was to apply the rule of the Soviet to the Police Force. The Bill refused recognition of the Union, and the leaders of the Union called their men out under the mistaken belief that the Government would be compelled to yield. All that happened was that 1,000 policemen in London responded out of a total of 22,000. By their action these men have forfeited their positions and chance of reinstatement, and, more important, their claim to a pension. They have simply brought disgrace upon themselves, and serious loss to their dependents. In the provinces only a handful of constables have deserted their allegiance.

THE ROAD TO RUIN.

The fact of the matter is that, following the strike last year (when policemen undoubtedly had legitimate grievances as regards pay and pensions), the authorities have dealt fairly with the force as a whole. Now the men know when they are well off. The vast majority perceive that if a Union is allowed the right to call them out on strike at any time political and social chaos must inevitably result. We have an object-lesson in Liverpool at the moment. There the criminal element instantly came on top as soon as the Police in considerable numbers refused to carry out their duties, and destruction of property, rioting, looting and disorder were rampant within twenty-four hours. The public can see that this chaos would happen generally if the police were to receive their orders from a so-called Trade Union.

Any attempt to apply Soviet rule to disciplined bodies must end in disaster to the country that tolerates it. We have seen what happened in Russia. British good sense will not submit to any similar experiment in this country.—H.B.

GLEN AND SHIRE

Joint Service of Steamers.

U.K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"CARDIGANSHIRE"	21st September	LONDON
"CARMARTHENSHIRE"	19th October	LONDON & ROTTERDAM
"GLENADE"	9th November	GENOA & LONDON
	9th November	LONDON & ANTWERP

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	21st September	LONDON
"CARNARVONSHIRE"	19th October	LONDON & ROTTERDAM
"CARDIGANSHIRE"	9th November	GENOA & LONDON
"CARMARTHENSHIRE"	9th November	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd.

AGENTS: The Royal Mail Steam Packet Co.

(Owners of "Shire" Line)

Tel. No. 215, sub. ex. 23.

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THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following C.N. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Vessel	Leaves Hongkong	Discharges
"CITY OF SPOKANE"	...	Sept. 25th
"OLEN"	...	Oct. 14th
"ICONIUM"	...	Oct. 22nd
"SEATTLE SPIRIT"	...	Oct. 25th
"WHEATLAND"	...	Nov. 1st
"ENDICOTT"	...	Nov. 3rd
"CREVECOEUR"	...	Dec. 2th

For PORTLAND direct.

Vessel	Leaves Hongkong	Discharges
"COAXET"	...	Sept. 18th
"WAWALONA"	...	Oct. 31st
"NISEMAHA"	...	Nov. 30th
"MONTANUS"	...	Dec. 15th

Through Bill of Lading issued to Overland Common Points.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Manana.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

Vessel	Leaves Hongkong	Discharges
"TEENKAI"	...	23rd Sept.
"EUBYMEDON"	...	11th Oct.
"EUBYBATES"	...	7th Nov.
"CITY OF NEWCASTLE"	...	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON REISS & CO., CANTON.

[1216]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, American, Continental, and South African Ports.

The Homeward Mail Steamer "DILWARA" carrying His Majesty's Mail, will be despatched from this port about OCTOBER 7th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London. Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co., Agents, P. & O. S. N. Co.

Post Box 112, 2, Des Vaux Road, Central.

Always specify

KELWAY'S SEEDS.

There is a reputation of 70 years behind the name.

(Farm root)

IMPROVED VEGETABLE SEEDS.

(Flower)

Send your medium to INDEPENDENT on or before 15th at latest current prices giving prompt attention and despatch.

Send cash and avoid delay.

KELWAY & SON.

Wholesale seed growers.

LANGPORT, ENGLAND.

Cable: KELWAY, LANGPORT.

Agents.

Hongkong, September 9th, 1919.

[1216]

STRUTHERS & DIXON, INC.

From SEATTLE Etc.

THE American Steamship.

"WFST HENSHAW"

having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained. Goods not cleared by the 15th Sept. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined at 10 A.M. on Wednesday the 17th Sept. by Messrs. Goddard & Douglas. Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by the undersigned.

GEORGE GRIMBLE & CO., Agents.

Hongkong, September 12th, 1919. [1248]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENRINNES."

From MIDDLEBROOK, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after Sept. 18th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Sept. 23rd, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Sept. 18th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 9th, 1919. [1248]

[1248]

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NEREA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NEREA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RIVERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RICE & CO. Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"CHUSAN"	On 18th Sept., 11 A.M.
SHANGHAI	"SINKIANG"	On 17th Sept., 4 P.M.
WHEATZEL, CHEFOO & TIENTSIN	"HUICHOW"	On 19th Sept., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

Telephone 25

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY,	16th Sept., at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	FRIDAY,	19th Sept., at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY,	23rd Sept., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" and "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

Sailings from Hongkong at Noon.

S.S. "EQUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.

These Steamers have the most modern equipment, including Electric Light and Electric Heating. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Outside, and the attendance on passengers cannot be overpraised.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN STEAMSHIP CO., Ltd.

For further information rates, fares, schedules, etc., apply to
Telephone 41. COMPANY'S OFFICE in Alexander Buildings, Chester Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST and SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
KHIVA	1st November	2nd Dec.	15th Dec.
NOVARA	9th Nov.	11th Dec.	20th Dec.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DILWARA	6th Oct.	25th Oct.

FOR
CALCUTTA VIA STRAITS & RANGOON.

ITOLA	24th Sept.	21st Oct.
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SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS.	Leave HONGKONG about	Due YOKOHAMA about
DILWARA	17th Sept. Noon	14th Oct.
KHIVA	30th Sept.	

Tickets interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
25, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila & Shanghai) Friday, 22nd Sept., at 11 A.M.
KATOH MARU ... Tuesday, 14th Oct., at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.
ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 A.M.
NIKKO MARU ... Wednesday, 2nd Oct., at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAH WU ... Tuesday, 23rd September.
SHINRYU MARU ... Thursday, 9th October.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU ... Wednesday, 17th Sept.
TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 A.M.
AKI MARU ... Saturday, 18th Oct., at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Friday, 19th Sept., at 11 A.M.
KAIFUKU MARU (omitting Shanghai) ... Thursday, 25th September.
TENSIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 A.M.
HOSEI MARU (omitting Shanghai) ... Friday, 3rd October.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam) ... End of September.
TSUYAMA MARU (Marseilles & Liverpool) ... Thursday, 2nd Oct.

DELAGO MARU (London, Antwerp & Rotterdam) ... Middle of October.
TOYOOKA MARU (Marseilles & Liverpool) ... End of October.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 222 & 223. Y. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	22,000	Oct. 2nd.
SIBERIA MARU	20,000	Oct. 11th (from Yokohama)
SHINYU MARU	22,000	Oct. 28th.
PERSIA MARU	9,000	Nov. 10th.
KOREA MARU	20,000	Nov. 24th.

(omitting call at Shanghai)

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CAILAC, ABICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
SEIYU MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free-of-charge.

For full information as to rates, sailings, etc., apply to—T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.	STEAMERS & DISPLACEMENT	SAILING DAYS.
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" ... 22,000	On or about 28th Sept.
	"SPHINX" ... 20,000	On or about 10th Oct.
MARSEILLES via HAIKONG, RANGOON, SINGAPORE, COLOMBO, DUBOUI, SUEZ, PORT SAID	"PORTHOS" ... 20,000	On or about 2nd Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Agent,
Queen's Building,
Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ALASKA MARU" ... Friday, 20th September.
"CELESTES MARU" ... Monday, 30th October.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

SEATTLE MARU ... Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU ... Wednesday, 24th September.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNSAN MARU" ... Wednesday, 1st October.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"CHICAGO MARU" ... Tuesday, 30th September.
"MANILA MARU" ... Wednesday, 16th October.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

"INDUS MARU" ... Monday, 29th September.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

For KEELUNG via SWATOW and AMOY.

"KAJO MARU" ... Sunday, 21st Sept., at 10 A.M.

For sailing dates and further particulars please apply to—Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

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